

National Republican

WASHINGTON CITY, D. C.

FRIDAY MORNING : : : : : JANUARY 14, 1862.

One Year 10th and D, near Penna. Av.

W. J. MURTAGH : : : : : Editor and Proprietor

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Mrs. Grant's receptions will be held every Tuesday during the season, between the hours of 2 and 4 p.m.

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The receptions of the Speaker of the House of Representatives will be held at his residence, 405 Fifteenth street, from 8 to 11 o'clock, on each Friday evening of the season.

MRS. BLAINE'S RECEPTIONS.

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IMPOLITICAL CORPS.

At the Russian Legation Madame de Gascia will receive on Thursday, from 8 until 9 p.m.

At the Argentine Legation Madame de

Garcia will receive on alternate Monday evenings, commencing on Monday, January 21, and will be at home on Saturdays, from 3 until 8 p.m.

The Telegraphers' Banquet.

Whichever way the strike of the telegraph operators ends, its effect cannot but be against the Western Union Company. Should the company stand to the position they have taken, they must continue to work at a great disadvantage and submit to a large diminution of their revenue for some time to come, for it is well known that there was but a small number of unemployed operators when the strike occurred, and operators cannot be taught in a day.

To submit to the terms dictated by the company is a thing that many of the old and experienced operators will feel too humiliating to do, and they will seek other means of obtaining a livelihood, the company thus losing the really valuable services of these men. There will probably enough of these men retire from the service to render necessary the employment of all the remaining operators, no matter what their capacity, to open again the offices which have been closed during the difficulties. A scarcity of operators will give rise to competition, and it is more than probable the company will be compelled by it to pay to second-class operators the salaries they now refuse to men thoroughly conversant with their duties. Should the company accede to the operators' demands and restore the two operators to their former positions and salaries, they must be censured in the future to submit to rules regarding the employment and treatment of operators, which they have never before known. In short, they must admit that operators have rights which monopolies are bound to respect.

As to the origin of the difficulty, an inquiry reveals that the reduction of the salaries of two operators at San Francisco is the only grounds on which the strike was based. This is erroneous. The reduction of those two salaries was simply the case on which a general issue was made. Notwithstanding the denial of the officers of the company, other reductions had been made, and the unanimity with which the operators in Washington stuck to the League is partially owing to an attempt to indirectly cut down their salaries by sending them off duty, and dolefully for the time they are thus absent, at so much an hour. Similar causes of complaint at other points made the operators ready for a strike whenever the word was given, and there will be a strong disposition to hold out on this account.

It is believed that this movement will give much strength to Mr. Washburn's bill in Congress; but it is whispered that the company would be glad to dispose of their lines at anything like their nominal value, although they loudly protest against H. H. in order to prevent there being the appearance of a "job" in connection with it.

THE SUEZ AND DARWIN CANALS.—Professor J. E. Nourse, of the United States Observatory, has prepared and published a very interesting pamphlet concerning the Maritime Canal of Suez, compiled from authentic sources of French, English, and German documents, and comparing its relations and results with the ship canal across the Isthmus of Darren.

The chief object of the pamphlet is to show the still more beneficial results for commerce by navigation through the Darren canal. In illustration of this table of the saving of distances by the Darren route, and the influences of winds and currents of the Pacific ocean in favor of sailing vessels are shown. These tables, accompanied by statistics showing the trade of England, France, and the United States which would pass through the canal at the present time, if completed, were prepared by the Statistical Bureau of the Treasury Department, and are quite important. A very interesting and unpublished letter to Professor Nourse, from Mr. Lessope, chief engineer and founder of the Suez canal, appears in relation to the same.

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